1293 5

SECTION No.

Previous references

File No. 199 of 1944-45

Later references

Serial No.

P. 15 (E)

RAILWAY SECRETARIAT

SUBJECT.

Periodical Inspection of Iron Girder Bridges

Railways by Chief Engineer, M. S. Ry.

WD 04647—GPB—1,000—17-11-43

Continuation Sheet. File No. / Current No. of Page

ALL COMMUNICATIONS SHOULD BE ADDRESSED TO THE GENERAL MANAGER, MYSORE STATE RAILWAY, MYSORE. BY TITLE. NOT BY NAME.

MYSORE STATE RAILWAY

GENERAL MANAGER'S OFFICE,

MYSORE,

TEL ADD.—"STATERAIL."
PHONE No. PERSONAL 223. OFFICE 395.

RAILWAY SECRETARIAT 12 AUG. 1944 Diary No. ..... GOVT. OF MYSORE

Dated 11 August 1944.

No. A12.1 /Encls. Two

3.4

To

SECRETARY TO GOVERNMENT Date 12/8 W. ELECTL. & RYS.

The Secretary to the Government
of His Highness the Maharaja of Mysore,
Railway Department, Bangalore.

Sir,

Report of Inspection of Mysore Iron and Steel Works Tramways for the year ending 30-6-1944 by the Chief Engineer, Mysore State Railway,

---

I have the honour to forward herewith, for information of Government, a copy of the Inspection Report of the Mysore Iron & Steel Works Tramways by Mr.M.Ramaiya, Chief Engineer, Mysore State Railway, for the year ending 30th June 1944.

The last inspection of the Tramways was done in 1937. In this connection, I enclose a copy of D.O. letter No.7498 dated 7/8-3-1944, received from the Chief Engineer giving reasons for not conducting these inspections on subsequent years. I am issuing instructions to the Chief Engineer that the inspection should, in future, be conducted by him once a year.

I have the honour to be,
Sir,
Your most obedient servant,

M. D. Ramaiya

Ag. General Manager.

Subd for perusal.
Draft to the Ly. M., M. I. & S. Works, calling for the report of action on the Inspection report, is put up for appl: W 4) Draft appd by Secy
vsk. 7) Issue W 8/8.

M — no. R.S.571, dated 5 9/44, from to the Ly.M., Mysore Iron & Steel Works, Bhadravati, requesting to intimate the action taken or proposed to be taken on the report of Inspection of the M. I. & S. Works Tramways for the year ending 30 6/44.

P

E — no. B.1304 dated 17 3/45 from the Ly. M., Mysore Iron & Steel Works, Bhadravati, reporting on the action taken on the above: —

Report of Inspection of the M. & S. Works Tramways for the year ending 30/6/44 by the C.E., Madras

Continuation Sheet. File No. — Current No. of 1963

Draft to the G.M., Madras, forwarding for information, a copy of the Iron Works G.M's letter and proposal, is put up for appl.

Dame
4-(.

No. R.S. 2923, dated 2-4-45, ~~dated~~ to the G.M., Madras, forwarding a copy of letter dated 17/3/45 from the G.M., M. & Steel Works, Bhadravati, reporting the action taken on the Inspection of the Works tramways by the C.E., M.S. Ry. for the year ending 30.6.44.

E"

Record

D.O Letter No.7498 dated 7/8-3-1944, from the Chief Engineer, Mysore State Railway, Mysore, to the General Manager, Mysore State Railway, Mysore.

Periodical Inspection of Iron Works Tramways.

I have been under the impression that the General Manager is the Government Inspector of Railways for the Mysore Iron Works Tramways. But, I find from the files of this office that Engineer-in-Chief has been appointed as Government Inspector of Railways for the Tramways.

The last inspection was made by Mr.Y.K.Ramachandra Rau during February 1937. Subsequent to this date, the papers do not show any inspection made. I shall be obliged if you please let me know if the subsequent inspections are recorded in General Manager's Office. If Chief Engineer has to do the inspection, I shall fix up dates in consultation with the General Manager, Mysore Iron and Steel Works.

' Copy.'

REPORT OF INSPECTION
of
Mysore Iron and Steel Works Tramways for the year ending 30th June 1944, by the Chief Engineer, Mysore State Rly.

******

Bhadravati-Agasanahadlu and Rangenahalli-Bhadravati Sections were inspected on 26-6-1944 and Bhadravati-Joldhal Section was inspected on 27-6-1944.

Works Manager (Materials), the Superintendent, Tramways and the Sub Division Officer accompanied me during the inspections.

Formation.

Formation is generally well maintained except at places pointed out where cess is low.

Where formation is lifted ballast section wants making up. Drainage in certain cuttings in Mile 23-24 needs attention.

Bridges.

Bhadravati-Agasanahadlu Tramway Bridge No.31, Mile 9/1-2 released with rail girders made of 60 lbs. rails of 36 feet long, 10 under each track rail. Bridge needs rebuilding. If sufficient water-way could be prowided with pipes, this bridge also may be treated similar to so many other rail girder bridges already replaced with Reinforced Cement Concrete pipes. For the present, sleeper spacing to be made up to the standard.

Bridge No.49, Mile 15/2-3, 1-20 Girder Bridge. Bad sleepers to be replaced and sleeper spacing to be corrected.

Bridge No.74, Mile 23/3-4, 2-40 Girder Bridge. Proper ballast run off frame to be provided. Bad sleepers to be replaced. Slpeper spacing to be set right.

Bhadravati-Kemmangundi Tramway Bridge No.36, Mile 10/8-9, 3-60 Girder Bridge. Kushihalla. Proper sized sleepers to be used. Bad sleepers to be replaced. Sleeper spacing to be set right.

Bridge No.22, Mile 6/12-13, 1-20 Girder Bridge. Skew run off frame to be provided. Sleepers to be properly spiked. All missing spikes to be replaced.

Bridge No.16, Mile 5/12-13, 2-20 Girder Bridge. This bridge rebuilt with cement mortar is standing well. A large percentage of sleepers require replacement. Run off frame to be provided at ends of bridge to provide proper spacing of sleepers and to improve running.

Bhadravati-Joldhal Tramway Bridge No.44, Mile 11¾, 1-40 Girder Bridge. 40 feet girder is resting on the old abutment designed for 20 feet span. There are no signs of weakness in the masonry. The approach channel to the bridge opening requires training. For the old abutment, splay wings & or revetment are necessary to protect the flanks.

Bridge No.42, Mile 11¼, 2-20 Girder Bridge. Sleeper spacing to be corrected.

Permanent Way.

Bhadravati-Agasanahadlu Tramway Permanent Way is well maintained. In the last few miles large number of sleepers require replacement.

Bhadravati-Kemmangandi Tramway and Bhadrvati-Joldhal Tramway Permanent Way is well maintained and running was good.

Spacing of guard rails at level crossing is to be corrected.

Large scale regrading has been attempted to improve the train loads. If lifting of sags and lowering of summits would not give the required improvement may be examined before expensive regrading work is taken up.

Boundary stones, where tramway runs on private lands, may be made more conspicuous.

Rolling Stock.

Engine shed and the Workshop attached to it are being improved on a large scale. Wagon under-frames are being built in the Shop.

Examination of the wheels may be done at frequent intervals with advantage.

A new and powerful engine has been put on the line recently. To secure the full advantage, proposals are under consideration to replace the 30 lbs. track with heavier rails.

Lay out in the yards may be done in the orthodox manner to secure more length of loops between fouling points.

Snags at Agasanahadlu and Bhadravati, on the 2 ft. guage line are not yet handed over for working? This may be done early.

G e n e r a l.

Tramway trains are sometimes held up at Antharagange Station for unusually long periods. This was examined. Under the present Special Station Working Order to receive a Tramway train, pointsman has to walk from Bhadravati, to the cabin situated very near to Antharagange Station. This takes not less than 20 minutes. Unless there is this interval between the consecutive Metre Gauge trains, there is no chance for the Tramway train to enter Bhadravati Station. When Metre Gauge goods trains run late in the evenings, the detention to Tramway trains at Antharagange Station will be much more.

The running time for a Tramway train from Antharagange to Bhadravati would be under 10 minutes. If Antharagange Station is converted into a block station worked by the Mysore State Railway and proper signals are provided at Bhadravati, long detentions to Tramway trains at this Station may be avoided. This aspect requires examination when Re-modelling of Bhadravati Yard is taken up.

Permanent improvements are being done for the Bhadravati-Kemmangandi Tramway and Bhadravati-Joldhal Tramway Sections where heavy trains are run more frequently. The proposed regrading works to improve the train loads especially of the trains with heavy engines, are desirable and financially sound.

Bhadravati Yard.

Proposals for Re-modelling Bhadravati Yard as already fixed up were shown to the Works Manager. He was generally satisfied with the additional siding accommodation provided for the Metre Gauge goods work. A copy of the plan was given to him for further examination.

While designing the signalling and interlocking arrangements for Bhadravati Yard, the proposal to work Antharagange Station as a block station by the Mysore State Railway may be kept in view.

(Sd.) M.Ramaiya,
Chief Engineer.

' Copy.'

No.316-18 dated 10th July 1944.

Copy to General Manager, Mysore Iron & Steel Works, Bhadravati.
" " General Manager, Mysore State Railway, Mysore
" " Works Manager (Materials) with a spare copy t Superintendent, Tramways.

(Sd.) M.Ramaiya

Chief Engineer.

' Copy.'

Appendix F. G.—1]

SUBJECT Report of Inspection of the Mysore Iron & Steel Works Tramways for the year ending 30-6-44 by the Chief Engineer Mysore

62 b2

Diary No. of letter replied to.....

General and Revenue Secretariat

( )

the 194 .

Date of issue.....

Signed by.....

issued vide no. R.S. 2045, dt. 24-2-45.

List of enclosures.....

Copied by.....

Examined by.....

Section

File No.

Serial No.

No. R.S. 571. dt. 5-9-1944

To

The G. M.,
Mysore Iron & Steel Works,
Bhadravati.

Sir,

I am directed to invite reference to M.S. Ry. Chief Engineer's No. 316-18, dt. 10-1-44 forwarding a copy of the above & to request you kindly to intimate the action taken or proposed to be taken thereon.

I have &c

for Secy to Govt. of Mysore

29/8

dubd/

The G.M., M. I. & Steel Works, Bhadravati, was addressed on 5-9-64 to offer his remarks on the action taken or proposed to be taken on the Inspection Report in question. If agreed, the reply from the G.M. of the Iron Works will be awaited.

28/9 29/9

Yes. Ld
Uno.

ALL COMMUNICATIONS SHOULD BE ADDRESSED TO THE GENERAL MANAGER, MYSORE STATE RAILWAY, MYSORE, BY TITLE, NOT BY NAME.

MYSORE STATE RAILWAY

1047 Secl

GENERAL MANAGER'S OFFICE. GW. 14-44-1 MYSORE,

TEL. ADD—" STATERAIL."
PHONE { PERSONAL 223.
NO. { OFFICE 395.

Dated 11 August 1944

No. A 2414 /Encls. Two

To

The Secretary to the Government
of His Highness the Maharaja of Mysore,
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Sir,
Your most obedient servant,

M Ramaiya

Ag. General Manager.

vsk.

Secl for Perusal. 2/ Advd
Secl for Perusal & Advd

C. F. 74.]

WD 01547—GPB—40,000—9-12-43

Routine Notes.

[To be used only for notes, requisitions, etc., not intended for permanent record.]

Min. Supply

Ce 13/9

Ce 22/9

OFFICE OF THE MINISTER FOR INDUSTRIES & SUPPLIES
SEP 13 1944
No. 2278

RAILWAY SECRETARIAT
22 SEP. 1944
641
Diary No. .....
GOVT. OF MYSORE

If approved papers will be filed for the present.
Meanwhile file a copy of final orders, which if passed already may kindly be put up by Sri Ry Sastri
Ry Sastri
23/9

N.B.— Should routine notes be written on small slips, the notes must be copied, or slips pasted on this form.

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(Sd.) M. Ramaiya,
Chief Engineer.

Copy.

No.316-18 dated 10th July 1944.

Copy to General Manager, Mysore Iron & Steel Works, Bhadravati.

" " General Manager, Mysore State Railway, Mysore

" " Works Manager (Materials) with a spare copy to Superintendent, Tramways.

(Sd.) M.Ramaiya,

Chief Engineer.

THE MYSORE IRON & STEEL WORKS

(GOVERNMENT OF MYSORE)

Telegraphic Address :
"MYSIRON" BHADRAVATI
Codes :
BENTLEY'S
WESTERN UNION FIVE LETTER
A. B. C. 6th EDITION

RAILWAY D. 1963 27 MAR 1945 GOVT

Ref. B/304

BHADRAVATI
(MYSORE STATE RAILWAY)
India

17th March 1945.

The Secretary to the Government
of His Highness the Maharaja of Mysore,
Railway Department,
BANGALORE.

Dear Sir,

Ref:-Your letter No.RS.2045 dated 24-2-1945

Sub:-Inspection of Tramways on 30-6-1944.

With reference to the above we write to inform you that the maintenance of open lines is being attended to as per general instructions conveyed in the Inspection Report. The ballast section is being made up at places where cess is low. Minor repairs and improvements to Bridges have been attended to. Major improvements will be taken up later as materials of construction are too costly at present and are not available.

It is proposed to rerail the B.J. and B.K.Tramways with 50 lb. Rails. The scheme is being actively investigated.

Yard switching operations at Bhadravati Station are taking a considerable amount of time as the Metre-gauge sidings available are inadequate to meet the present traffic at the Station. Arrangements have to be made for providing at least two or three more sidings for receipt and despatch of Trains. It is requested that the Railways

may be directed to take this up early.

Yours faithfully

General Manager.

May kindly be sent to
the Ry Secty as discussed
by Mr S. M.

BN/17-8-45.

Appendix F. G.—1]

SUBJECT Report of Inspection of the M. G. & S. Works Tramways for the year ending 30-6-44 by the C. E., M. & S. Ry.

Diary No. of letter replied to.....

General and Revenue Secretariat

( )

the *194* .

Paras 1 & 2 only

Date of issue.....

Signed by.....

E

List of enclosures.....

Codied by.....

Examined by.....

Section

File No.

Serial No.

No. R.S. 2323.
Encl: one.

Dt. 2-4-1945.

To

The G. M., M. & S.

Sir,

With reference to your letter no. A. 121, dated 11/8/41 on the above subject, I am directed to forward herewith ~~a copy~~ ~~for information~~ a copy of letter no. 03/304 dated 17/3/45 received from the G. M., Mysore Iron & Steel Works, Bhadravati, in the matter.

I have &c

for Secy to Govt
Sd/- G. Govt of Mysore
Sd/-